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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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River Traffic

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1. All traffic on the Danube was managed by the River Traffic Directorate of SOVROMTRANSPORT. This river traffic was of four types:
  - a. International Soviet traffic (traficul international Sovietic) between the USSR and Austria and Czechoslovakia. The cargo consisted of cereals and oil from the USSR against bauxite, pyrites, automobiles, industrial machines and metal articles from Austria and Czechoslovakia. In July 1953 the volume of such traffic for the month amounted to 250,000 tons.
  - b. National traffic (traficul national) consisted of export of Rumanian cereals, for various Czechoslovak, Austrian, and Hungarian products. The volume of such traffic for the month of July 1953 was 45,000 tons.

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- c. Military traffic (traficul militar) consisted of cargoes of construction materials for military constructions, cement, lumber, sand, gravel. The volume of this traffic for the month of July 1953 was 130,000 tons.
- d. Local traffic (traficul local) in Rumanian waters, amounted for the month of July 1953 to 5,000 tons diversified cargo.

#### The River Fleet

- 2. Rumanian River Fleet included 48 diesel tow boats of 220-1,200 HP. Two 1,200 HP tow boats were used for cataracts. Six 220 HP tow boats were used for service in harbors to pull barges, etc. Fifteen 600 HP tow boats and 800 HP tow boats were used to pull barges in transport.
- 3. Rumania also had some 208 barges in its river fleet. The barges were divided into three categories: Category I, the best, included 80 600-1,200 - ton barges; Category II, included 50 400-1,000 - ton barges; the remaining 80 200-1,500 - ton barges were in Category III. However, because of their great age, only about 30 of the barges in Category I were usable for transporting minerals (such as bauxite from Austria to the Rumanian ports of Ismail and Ren). Some of the other barges in Category I were used for transporting lighter-weight cargoes of cereals. The barges in Category III were obsolete and had been taken out of service. In 1953 only about 130 barges were actually in use on the Danube and other rivers for transporting both Rumanian and Soviet goods.
- 4. Because of the poor condition of barges in service, great attention was being paid to the construction of new barges in the shipyards of Turnu-Severin N 44-38, E 22-407, Giurgiu N 43-53, E 25-577, and Galati-Braila. In 1953 20 new barges were under construction and many others were repaired. The combined maximum production capacity of these shipyards was 55 1,000 - ton barges per year, but that quantity of barges, although badly needed, could not be constructed because of lack of materials, personnel, and proper organization.

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